

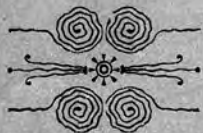
LIST OF VESSELS



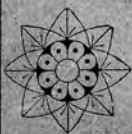
BELONGING TO THE
DISTRICT OF GLOUCESTER,
NOVEMBER, 1896.

PUBLISHED BY

PROCTER BROTHERS, GLOUCESTER, MASS.



PRICE
FIFTY CENTS.



GLOUCESTER, MASS.:
Cape Ann Advertiser Steam Book and Job Print.
1896.



LIST OF VESSELS. 1896 1

The following List of Vessels gives the Names, Tonnage, Depth and Breadth, When and Where Built, and the Fitters' or Principal Owners' Names. All are Schooners not otherwise designated.

THE LIST IS MADE UP TO NOVEMBER, 1896.

GLOUCESTER HARBOR.

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
A. E Whyland	A 123.59	89.8	24.1	9.6	Essex	1888	John Pew & Son
A. M. Burnham	60.08	75.	21.	7.	Essex	1885	David B. Smith & Co
A. R. Crittenden	81.35	81.	22.	7.	Boothbay	1882	George Steele
A. T. Gifford	81.75	82.6	22.5	8.1	Essex	1883	Edward Groves
Abbie F. Morris	77.07	79.4	22.3	8.2	Essex	1894	Edward Morris
Abbie M. Deering	96.25	90.5	23.5	8.7	Kennebunk	1882	Albert P. Babson
Abbott Coffin (steam lighter)	34.40	67.	22.	5.4	East Boston	1882	Francis Locke
Addie M. Story	58.29	69.	20.	7.	Essex	1867	Oakes & Foster
Adonis (sloop yacht)	9.50	26.5	12.1	4.	Gloucester	1890	Melvin Haskell
Agawam (sloop boat)	7.18	31.6	12.1	4.4	Newburyport	1894	Samuel C. Young
Agnes E. Downes	80.94	81.2	22.9	8.2	Boothbay	1885	Gardner & Parsons
Albert Geiger	53.60	72.4	19.9	8.	Gloucester	1893	Wm. H. Mailman
Alice C. Jordan	81.96	80.	22.9	8.2	Essex	1883	William H. Jordan
Alice M. Parsons	72.07	81.8	22.	9.2	Gloucester	1894	Gardner & Parsons
Alice R. Lawson	115.89	91.4	24.4	10.4	Boothbay	1891	David B. Smith & Co
Alice S. Hawkes	60.44	75.6	20.1	7.3	Essex	1877	Gardner & Parsons
Almeida	64.88	86.	23.2	9.2	Essex	1892	George Steele
Alva	97.61	89.	23.5	9.6	Essex	1892	Hodge & Poole
American	118.57	93.	24.	10.5	Essex	1891	John F. Wonson & Co
Amos Cutter	57.34	70.	20.	7.	Chelsea	1865	James J. Lyle
Anna H. Mason	29.11	55.1	18.	6.6	Kennebunk	1875	James J. Lyle
Anne & Mary	68.68	75.	22.	7.8	Essex	1881	David B. Smith & Co
Annie C. Hall	84.42	84.	22.5	8.4	Boothbay	1882	William Foley
Annie E. Lane	48.31	67.	20.3	6.9	Boothbay	1870	Arthur D. Story
Annie W. Hodgdon	23.98	50.4	15.8	5.8	Boothbay	1880	Joseph Ryan
Annie Greenlaw	102.70	90.	24.8	9.4	Essex	1896	Davis Bros
Annie Wesley	88.90	84.5	23.	8.5	Essex	1885	Cunningham & Thompson
Apollo (sch boat)	11.63	36.	14.	4.	Boothbay	1873	William Elwell
Aqua Pura (sloop water boat)	10.67	36.	11.4	4.2	Gloucester	1877	Allan McDonald
Arbutus	114.40	95.5	24.	10.	Essex	1893	Cunningham & Thompson
Argo	108.52	94.6	24.	9.8	Essex	1892	Gardner & Parsons
Arrow	29.34	55.	17.	6.	Boston	1864	Silas B. Jewett
Arthur D. Story	98.61	85.	23.3	9.6	Essex	1885	Hugh Parkhurst
Atlanta	98.73	93.	23.5	10.	Essex	1894	Samuel G. Pool
Belle Franklin	B 75.96	78.6	22.2	8.1	Essex	1882	John F. Wonson & Co
Bertha M. Bailey	56.02	72.	20.1	7.7	Essex	1893	George Steele
Bertha May	75.19	77.	22.2	8.3	Essex	1886	Michael Walen & Son
Bertha M. Miller	42.82	63.	18.8	7.2	Essex	1886	James G. Tarr & Bro
Bessie M. Devine	120.06	96.	24.	10.3	Essex	1894	Michael Walen & Son
Bessie M. Wells	92.70	85.4	22.7	8.5	Essex	1885	Gardner & Parsons
Beulah Maud (sloop boat)	12.28	35.5	12.1	6.3	North Haven	1892	John F. Bickford
Blue Jacket	110.27	86.6	23.5	9.	Essex	1887	James S. Ayer
Bonita (sch. boat)	17.74	42.8	15.3	5.6			Lendell L. Crowell
Braganza	91.09	86.6	23.2	9.2	Essex	1892	George Steele

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Canopus	68.33	77.6	21.5	8.1	Gloucester	1885	Sylvanus Smith & Co
Carl W. Baxter	70.55	76.5	21.	8.	Essex	1885	Pettingell & Cunningham
Caroline Vought	79.79	79.5	23.	8.	Boothbay	1886	Samuel G. Pool
Carrie C.	71.70	73.2	22.2	7.7	Gloucester	1882	James S. Ayer
Carrie E. Lane	68.87	75.6	22.	8.2	Bath	1882	Samuel Lane & Bro
Carrie E. Parsons	80.05	80.2	21.9	8.3	Newburyport	1883	Wm. McKenzie & Co
Carrie E. Sayward	59.07	73.	21.	7.	Essex	1870	Sayward Bros
Carrie and Annie	90.66	82.4	22.9	8.9	Essex	1885	Parmenter & Co.
Carrie W. Babson	85.86	80.8	23.4	8.6	Boothbay	1887	Charles J. Lawson
Carrier Dove	82.11	81.4	22.5	8.5	Essex	1884	Moses Adams
Caviare	59.83	74.3	20.7	8.7	Essex	1891	Nagle & Powers
Cecil H. Low	75.21	78.6	22.2	8.8	Essex	1882	Benjamin Low Co
Centennial	110.16	88.	23.5	8.	Essex	1876	Russell D. Terry
Charles H. Taylor	95.05	81.	23.8	8.8	Essex	1893	Davis Bros
Charles Levi Woodbury	100.52	90.	23.7	9.8	Essex	1888	Richard I. Cunningham
Charles W. Parker	54.47	71.	20.9	7.2	Salem	1883	Hodge & Poole
Charlie (steam tug)	11.35	52.4	14.	5.5	Brooklyn	1875	Gloucester Tow Boat Co
City of Everett (sloop boat)	8.06	31.1	11.1	5.8	Waldoboro	1893	William Wiley
Clara (sch. boat)	9.38	39.	11.2	4.4	Marblehead	1878	C. F. Wonson & Co
Clara D. Swett (sch. boat)	13.75	45.	14.	5.2	Wellfleet	1870	Thomas Douglass
Clara P. Sewall	50.03	75.8	19.6	8.	Gloucester	1894	Robert M. Brown
Columbia	118.17	97.	24.2	10.4	Gloucester	1891	Parmenter & Co
Commonwealth	81.23	79.	22.	8.	Essex	1877	James G. Tarr & Bro
Concord	93.63	83.	22.	8.	Gloucester	1875	John Duguo
Conductor	69.98	75.	22.	7.	Essex	1877	Alex. Haines
Cordova	99.21	90.	23.	9.8	Essex	1893	George Steele
Cosmos	45.46	68.5	20.5	6.5	Kennebunk	1862	Mary Murphy
David A. Story	86.90	80.	22.	8.	Gloucester	1876	Benjamin Low Co
David Sherman	67.80	75.	21.	7.	Essex	1873	James G. Tarr & Bro
Davy Crockett	80.72	80.	22.	8.	Bath	1876	James G. Tarr & Bro
Defiance (sch. boat)	18.02	48.	14.7	5.	Essex	1876	George Steele
Dido	77.79	79.	22.	8.	Essex	1882	George Steele
Dixie (sch boat)	16.92	48.4	15.3	5.5	Beverly	1880	Benj. W. Hodgdon
Dora A. Lawson	119.36	89.6	23.9	9.6	Essex	1889	Charles J. Lawson
Eagle (steam lighter)	43.35	61.3	21.4	5.8	Gloucester	1887	Francis Locke
Eben Parsons	86.91	80.	22.	8.	Gloucester	1875	Wm Parsons 2d & Co
Eclipse (sch boat)	9.67	30.	12.8	4.3	Boothbay	1888	Frank Hubbard
Eddie Davidson	77.98	78.8	23.1	7.7	Boothbay	1883	T. A. Langsford & Son
Edith L. (sch. boat)	7.06	29.	11.5	4.9	Gloucester	1889	August Cairn
Edith M. McInnis	80.21	85.2	22.8	9.	Essex	1892	Thomas Hodge
Edith M. Prior	105.84	90.8	23.4	9.6	Essex	1891	Michael Walen & Son
Edith S. Walen	78.79	79.4	22.4	8.2	Essex	1884	Michael Walen & Son
Edward A. Perkins	86.	89.6	23.5	9.4	Essex	1891	Augustus G. Hall
Edward A. Rich	79.48	81.	23.	9.2	Essex	1892	Wm. Parsons 2d & Co
Edward Grover	73.40	74.	21.	7.	Essex	1874	James S. Ayer
Edward S. Eveleth	84.17	83.5	22.5	8.2	Essex	1883	Wm. Parsons 2d & Co
Edward Trevo	88.54	81.4	22.8	6.8	Boothbay	1883	Edward Trevo
Edwin B. Holmes	67.84	78.8	21.8	8.5	Essex	1888	Benjamin Low Co
Effie M. Morrissey	114.08	93.6	23.8	10.2	Essex	1894	J. F. Wonson & Co
Elcazer Boynton	84.53	82.5	22.3	8.4	Essex	1883	Wm. Parsons 2d & Co
Electa A. Eaton	73.85	77.8	22.1	7.8	Gloucester	1884	Sylvanus Smith & Co
Elector	113.30	95.4	24.	10.4	Essex	1892	Jerome McDonald
Elenora	85.02	82.6	24.1	9.2	Essex	1890	Hodge & Pool
Eliza B. Campbell	95.17	88.4	23.9	9.8	Essex	1890	Samuel G. Pool
Eliza H. Parkhurst	115.76	94.6	24.4	9.8	Gloucester	1892	Benjamin Low Co
Ella G. King	71.46	77.	21.8	8.	Essex	1885	Pettingell & Cunningham
Emma M. (sch boat)	6.11	31.7	11.1	3.9	Scituate	1869	Benjamin S. Brazier
Elsie F. Rowe	55.23	73.	20.5	8.4	Essex	1891	James C. Gannon

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Elsie M. Smith	106.95	93.5	24.	9.1	Kennebunk	1882	Albert P. Babson
Emerald	40.20	62.8	19.	6.8	Essex	1884	William Wiley
Emma & Helen	89.63	84.7	23.	9.2	Essex	1891	David I. Robinson
Emma M. Dyer	77.20	82.4	22.2	7.8	Bath	1883	Otto Johnson
Emma S. Bradford (steam tug)	16.70	60.	16,	6.6	Philadelphia	1886	Eli O. Cleaves
Epes Tarr	66.56	74.	21.	7.	Essex	1873	James G. Tarr & Bro
Essex	111.	88.7	23.8	10.2	Essex	1889	John Pew & Son
Ethel	68.14	74.	21.	7.	Bath	1881	Sylvanus Smith & Co
Ethel B. Jacobs	125.17	108.3	24.	11.	Essex	1891	Solomon Jacobs
Ettie	44.40	68.1	20.2	6.6	Bath	1873	Charles Martin
Eulalia (sloop boat)	6.60	28.2	10.8	3.8	Gloucester	1893	Sayward Bros
Everett Pierce	64.54	73.5	21.5	7.6	Essex	1881	John F. Wonson & Co
F. R. Walker	67.93	77.	21.6	8.2	Essex	1884	T. A. Langsford & Son
F. W. Homans	62.90	73.	21.	7.	Essex	1870	Thomas Hodge
Fannie S. Orne	80.27	81.2	22.9	8.9	Boothbay	1885	Samuel Lane & Bro
Fannie H. (sloop boat)	7.98	34.4	13.2	4.1	Gloucester	1887	John Healy
Fernwood	124.24	85.4	24.	9.6	Essex	1887	John Pew & Son
Fitz A. Oakes	23.27	51.	15.4	6.8	Essex	1892	Thomas Landry
Florence	63.72	72.9	21.5	8.	Essex	1887	John Pew & Son
Florence E. Stream	90.54	86.6	23.2	9.2	Essex	1892	B. Montgomery & Son
Florence Nightingale	38.92	60.8	18.4	6.8	Gloucester	1855	David B. Smith & Co
Fortuna (yacht)	80.83	98.8	22.5	11.9	Brooklyn	1883	Henry S. Hovey
Four Brothers (sloop boat)	6.55	30.6	11.4	4.6	Shoreham	1878	Andrew Carlson
Frances M. Parker (sch. boat)	12.89	40.	13.4	6.	Swan's Island	1891	S. G. Perkins
Frank A. Rackliffe	99.01	84.7	23.3	8.6	Boothbay	1884	Daniel Allen & Son
Frederick Gerring, Jr	67.34	73.	21.	7.	Essex	1870	Edward Morris
Fredonia	109.44	99.6	23.6	10.3	Essex	1889	William H. Jordan
Gardner W. Tarr	62.77	72.	21.	7.	Essex	1875	James G. Tarr & Bro
Gatherer	90.92	84.	22.	8.	Essex	1876	William H. Jordan
General Cogswell	130.42	92.	24.2	10.	Essex	1889	Albert P. Babson
Geneva Mertis	42.70	70.8	20.4	6.4	Salisbury	1876	Alex. McCloud
George A. Upton	53.48	75.	20.	7.	Bath	1875	Gardner & Parsons
George E. Lane, Jr	73.96	82.	22.1	8.8	Gloucester	1896	Samuel Lane & Bro
George F. Edmunds	141.80	96.	25.7	10.3	Essex	1887	Willard G. Pool
George S. Boutwell	63.53	73.	21.	7.	Essex	1869	Wm. McKenzie & Co
Georgie Campbell	106.07	84.8	24.3	10.	Essex	1893	Davis Bros
Gertie Evelyn	81.	82.	22.5	8.4	Gloucester	1882	Davis Bros
Gladiator	107.17	92.6	24.3	10.	Essex	1891	Jerome McDonald
Gladstone	97.68	82.4	23.2	8.8	Essex	1886	Nathaniel Webster
Gloriana	105.33	96.	23.2	10.	Essex	1891	Andrew Leighton
Golden Hope	101.57	89.	24.	9.5	Essex	1890	David B. Smith & Co
Golden Rule	39.59	62.	18.2	6.7	Kennebunk	1862	James C. Gannon
Gov. Butler	87.87	81.8	22.5	8.6	Essex	1884	Samuel Colson
Grace C. Hadley	63.68	73.	21.	7.	Essex	1873	Pettingell & Cunningham
Grace L. Fears	84.50	81.	22.	8.	Gloucester	1874	Seth Stockbridge
Grace Otis	54.05	87.	22.5	8.5	Newburyport	1895	Loring B. Haskell
Gracie (sloop boat)	12.42	42.	13.	5.	Beverly	1882	Peter Grant
Gracie (sloop boat)	6.43	29.	11.8	4.4	Gloucester	1893	John B. Foster
Grayling	115.36	97.8	24.4	10.4	Essex	1891	William H. Jordan
Harry G. French	95.16	87.3	23.5	8.5	Essex	1884	John Chisholm
Harvard	106.56	95.4	23.6	10.4	Essex	1891	William H. Jordan
Harvester	101.	90.4	23.6	9.6	Essex	1892	Michael Walen & Son
Hattie E. Worcester	112.06	92.5	24.1	10.7	Essex	1889	William H. Jordad
Hattie L. Trask	71.17	82.	22.2	8.5	Essex	1865	David B. Smith & Co
Hattie M. Graham	133.57	108.3	24.3	11.	Essex	1891	Joseph Graham
Hattie Evelyn	66.32	74.	22.	7.	Bath	1882	Adolph Voss
Hattie A. Heckman	105.37	90.	24.7	10.	Essex	1895	M. Walen & Son
Hazel Oneita	104.30	86.6	23.8	10.2	Essex	1891	Sylvanus Smith & Co

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Helen F. Whitten	127.49	95.8	25.2	10.2	Boothbay	1890	Loring B. Haskell
Helen G. Wells	90.69	91.2	24.8	9.4	Gloucester	1893	William N. Wells
Helen Story	55.45	73.6	20.	7.6	Essex	1893	Gardner & Parsons
Helena E. Russell	157.86	104.	27.6	7.8	Hartford	1867	Sidney Smith
Helena (sloop boat)	8.55	35.	12.5	5.8	Waldoboro	1884	Charles O'Neil
Henri N. Woods	84.08	83.	22.	8.	Boothbay	1882	William Yates
Henry Ellsworth	56.36	67.	20.1	7.4	Essex	1865	Sayward Bros
Henry M. Stanley	112.32	98.	23.4	10.	Essex	1890	William H. Jordan
Henry Wilson	88.64	83.	22.	8.	Essex	1875	Pettingell & Cunningham
Henry W. Longfellow	77.75	79.	22.9	8.1	Essex	1883	John F. Wonson & Co
Herald of the Morning	68.05	76.	22.	7.	Gloucester	1875	John Pew & Son
Hereward	85.60	81.	22.3	8.5	Essex	1874	Hodge & Pool
Hiram Lowell	120.96	95.5	24.	11.	Gloucester	1892	Daniel Allen & Son
Horace Albert	65.26	73.	21.	7.	Bath	1880	Sylvanus Smith & Co.
Horace B. Parker	93.65	89.4	23.6	9.7	Essex	1888	William H. Thomas
Howard Holbrook	92.60	87.5	20.2	8.3	Essex	1877	Oakes & Foster
Hustler	92.74	84.	23.7	9.2	Essex	1889	James G. Tarr & Bro
Ida May (sch boat)	8.51	36.	13.2	4.5	Portland	1867	Roger Tarr
Ignatius Enos (sloop boat)	12.70	41.2	14.1	5.5	Essex	1894	Joseph Enos
Indiana	116.45	106.	24.4	10.6	Essex	1893	Andrew Leighton
Iolanthe	70.65	75.	21.7	8.5	Essex	1883	Loring B. Haskell
Island Home	41.15	64.	20.	6.	Middleton	1860	Thomas E. Reed
J. E. Garland	76.05	79.	22.	7.	Essex	1882	Cunningham & Thompson
J. J. Clark	66.20	73.	20.	7.	Essex	1870	William H. Jordan
J. K. Manning	282.96	111.	29.2	9.7	Dennisville, N Y	1869	Consolidated Refrigerating Co
J. W. Collins	74.63	79.5	22.	8.1	Gloucester	1885	Daniel Allen & Son
James A. Garfield	60.90	74.	22.	8.	Bath	1881	William H. Jordan
James G. Blaine	98.26	90.8	23.2	10.4	Essex	1891	Samuel G. Poole
James S. Steele	74.54	88.	23.	10.4	Essex	1892	George Steele
James and Ella	85.75	82.9	23.4	8.2	Essex	1884	T. A. Langsford & Son
Jennie B. Hodgdon	112.20	95.4	23.4	10.4	Essex	1891	Cunningham & Thompson
Jersey Lily (sch boat)	9.25	35.4	10.5	5.2	Gloucester	1881	William C. Dolliver
Joe Call (steam water boat)	15.59	47.	14.	5.5	Gloucester	1882	Henry R. Smith
John E. McKenzie	124.34	99.9	25.	10.6	Essex	1893	Hugh Parkhurst & Co
John L. Nicholson	118.50	90.5	24.2	9.6	Essex	1888	Loring B. Haskell
John Smith	62.23	73.	20.	7.	Essex	1868	Oakes & Foster
John S. Presson	88.18	80.	23.	8.	Essex	1874	Bernard A. Williams
John Wise (steamer)	168.84	124.	28.	10.9	Essex	1895	Arthur D. Story
Joseph B. Maguire	88.49	78.5	22.1	8.6	Essex	1889	Albert Story
Joseph Rowe	127.24	109.6	23.9	11.2	Gloucester	1891	William H. Jordan
Josie M. Calderwood	86.16	81.	22.	8.	Essex	1875	James S. Ayer
Jubilee	87.82	85.	22.4	9.6	Gloucester	1894	John Pew & Son
Judique	115.37	98.2	24.	10.8	Essex	1891	John Chisholm
Julia E. Walen	96.26	82.5	23.6	10.	Essex	1884	Benjamin Low Co
Kearsarge	101.	90.8	24.3	9.6	Essex	1894	Davis Bros
Kulinda (sloop yacht)	11.20	33.8	11.9	6.2	Gloucester	1890	George J. Marsh
Landseer	94.04	82.	23.7	8.6	Essex	1875	Eli Jackman
Latona	103.87	95.2	23.6	9.6	Essex	1894	George Steele
Laurel	119.05	95.	24.	9.6	Essex	1891	T. A. Langsford & Son
Lawrence A. Munroe	110.89	90.3	24.	10.	Essex	1891	T. A. Langsford & Son
Lawrence Murdoch	63.80	75.6	21.2	7.2	Essex	1882	Pettingell & Cunningham
Lelia E. Norwood	74.39	76.6	22.2	8.	Boothbay	1884	Alfred Johnson
Lettie G. Howard	57.76	74.6	21.	8.4	Essex	1893	Fred Howard
Lewis H. Giles	128.66	104.2	25.5	10.4	Gloucester	1893	William H. Jordan
Little Fannie (sch boat)	18.62	51.	15.	5.2	Bristol	1887	Abdon Winkpaw
Little Giant (steam boat)	13.07	43.	13.	5.	Gloucester	1878	Douglass Bros
Lizzie	68.85	76.	22.	7.	Bath	1875	Samuel P. Smith
Lizzie Griffin	101.86	95.3	24.	10.	Essex	1891	John A. Griffin
Lizzie B. Adams	58.79	75.5	20.2	9.4	Essex	1892	Hodge & Pool
Lizzie J. Greenleaf	88.10	81.5	22.7	8.3	Essex	1883	Nathaniel Greenleaf
Lizzie M. Center	77.64	79.5	22.2	8.4	Gloucester	1883	Joseph Smith
Lizzie M. Stanwood	100.31	87.	23.6	9.6	Essex	1889	John D. McKinnon

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Loring B. Haskell	91.46	81.1	22.8	8.8	Essex	1894	Loring B. Haskell
Lorna Doone	69.28	75.8	21.2	8.3	Essex	1887	Cunningham & Thompson
Lottie S. Haskins	55.55	70.5	20.4	8.5	Essex	1890	George Steele
Lottie S. Morton	64.23	73.	21.	7.	Essex	1882	John F. Wonson & Co
Lottie Gardner	111.56	96.2	24.2	10.4	Essex	1893	Gardner & Parsons
Louisa Polleys	69.19	76.2	22.2	7.6	Essex	1882	Sayward Bros
Louisa J. Kenney	155.04	96.8	25.4	11.2	Essex	1889	Gardner & Parsons
Lucille	99.16	87.8	23.9	9.7	Essex	1890	Sylvanus Smith & Co
Lucy (sloop boat)	11.12	32.2	12.5	5.2	Gloucester	1882	Willis E. Bakeman
Lucy Devlin	44.46	70.5	20.4	6.3	Salisbury	1865	David B. Smith & Co
Lucy E. Friend (3 mast)	447.10	147.	34.5	12.6	Newburyport	1882	William H. Collins
M. H. Perkins	72.33	74.	21.	7.	Essex	1876	B. Montgomery & Sons
M. S. Ayer	76.37	79.	22.	8.	Essex	1882	John F. Wonson & Co
M. Madeline	29.49	57.	17.2	7.	Essex	1894	Roland Brewer
Mabel Kenniston	78.42	80.5	22.1	8.3	Bath	1885	Samuel P. Smith
Mabel Leighton	71.	82.0	22.3	8.1	Essex	1884	David B. Smith & Co
Madonna	110.07	91.2	23.8	9.2	Essex	1892	John Chisholm
Maggie & Lilly	77.72	78.5	21.1	8.1	Essex	1883	John Pew & Son
Maggie & May	115.99	93.8	20.4	10.2	Essex	1891	Davis Bros
Marathon	65.	74.	21.	7.	Essex	1874	John Collins
Margaret (sch boat)	6.50	23.	11.	4.	Kennebunkport	1876	Almon G. Davis
Margaret Mather	91.18	86.2	23.7	8.3	Boothbay	1886	Parmenter & Co
Margie Smith	58.07	74.	22.7	7.	Hodgdon's Mills	1875	Sylvanus Smith & Co
Marguerite	103.31	88.	23.5	8.4	Essex	1883	John F. Wonson & Co
Marguerite Haskins	96.66	92.4	24.8	9.4	Essex	1893	William H. Jordan
Mariner	107.74	91.	23.7	10.4	Essex	1893	John F. Wonson & Co
Marsala	76.16	76.	21.1	8.4	Essex	1889	John Pew & Son
Martha A. Bradley	72.54	76.	22.	7.	Gloucester	1882	Sylvanus Smith & Co
Martha Jane (sch boat)	16.05	46.	14.4	5.3	Duxbury	1867	Edwin C. McIntire
Mary E.	63.86	73.	21.	7.	Essex	1871	Shute & Merchant
Mary E. Daniels	64.30	71.	21.	7.	Essex	1868	Osborne Devine
Mary E. Stone (sch boat)	10.23	32.5	13.	4.	Gloucester	1886	Manuel Viator
Mary E. Webb (sch boat)	11.40	40.6	12.	5.3	Castine	1882	William C. Whitman
Mary F. Chisholm	70.23	77.	21.	8.	Essex	1875	Arthur D. Story
Mary J. Ward (sch boat)	11.30	38.9	12.9	5.1	Essex	1887	Charles Cushman
Mary Elizabeth	21.38	49.	14.	5.	Salisbury	1852	George W. Douglass
Mary Story	60.89	73.	21.	7.	Essex	1875	Sayward Bros
Masconomo	92.50	83.1	23.5	9.1	Essex	1888	Cunningham & Thompson
Matthew Keaney	66.31	74.	22.	7.	Bath	1882	Thomas Hodge
Mattie Winship	73.44	76.5	22.	7.7	Gloucester	1882	James S. Ayer
Maud M. Story	71.73	77.	22.	8.	Bath	1882	David B. Smith & Co
Mayflower	108.18	84.6	23.4	8.7	Essex	1886	Cunningham & Thompson
Messenger (sloop boat)	6.08	28.4	10.9	5.	Gloucester	1887	Samuel E. Wiley
Meteor	119.40	92.6	24.	10.2	Essex	1892	John F. Wonson & Co
Minerva	61.60	79.5	20.5	9.6	Essex	1891	Davis Bros
Miranda	103.17	93.2	24.8	9.5	Essex	1893	Edward Morris
Mist	68.77	75.	21.	8.	Essex	1875	James G. Tarr & Bro
Mizpah	60.20	75.4	20.2	8.4	Essex	1894	M. Walen & Son
Mogul (sch. boat)	9.36	30.5	11.7	5.5	Bremen, Mc	1893	Parmenter & Co
Mondego	100.17	91.	23.	9.6	Essex	1894	George Steele
Monitor	104.52	88.	23.7	9.5	Essex	1886	Jerome McDonald
Moses Adams (steam boat)	12.07	39.4	17.3	4.1	Essex	1886	John C. Foster
Mystery	114.73	91.5	23.5	8.9	Essex	1888	John F. Wonson & Co
Nannie C. Bohlin	124.28	110.2	23.5	11.2	Gloucester	1890	William H. Jordan
Nellie	11.90	35.6	15.6	4.4	Tiverton	1878	Percy M. Merchant
Nellie G. Thurston	81.57	79.	22.6	8.5	Gloucester	1883	David B. Smith & Co
Nellie M. Davis	89.22	82.2	23.3	8.9	Essex	1885	George Steele
Nelson Y. McFarland	65.70	71.	21.	7.	Essex	1881	Samuel Lane & Bro
Nereid	92.49	87.9	23.6	9.8	Essex	1873	Sylvanus Smith & Co

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
New England	81.98	79.	22.	8.	Gloucester	1877	Antone Augusto
Nickerson	37.94	59.4	18.5	6.5	Essex	1889	Seth Stockbridge
Noonday	71.49	77.	20.	8.	Gloucester	1873	Edward Morris
Norma	104.57	96.2	25.	10.	Essex	1894	Cunningham & Thompson
Norman Fisher	76.21	83.2	22.	9.	Gloucester	1894	Sylvanus Smith & Co
Norumbega	120.50	107.5	24.	10.5	Essex	1890	Cunningham & Thompson
Northern Eagle	35.12	61.	20.	6.	Gloucester	1857	Alexander McLoud
Notice	63.18	71.	21.	7.	Gloucester	1868	Thomas Hodge
Nourmahal	109.73	99.	25.	9.6	Essex	1894	Cunningham & Thompson
Oceanus	45.07	70.	20.	6.	Bath	1870	Michael Walen & Son
Odd Fellow (sch boat)	16.90	43.5	14.4	6.6	Bristol	1849	George W. Wright
Oliver Eldredge	68.20	73.	20.	7.	Kennebunk	1870	John E. Gorman
Oliver Wendell Holmes	101.94	89.	23.8	9.9	Essex	1890	William H. Jordan
Oresa	82.47	82.8	22.5	8.5	Gloucester	1883	Nathaniel Greenleaf
Orient	89.07	84.	23.2	8.3	Essex	1875	Russell D. Terry
Orpheus	105.94	91.6	24.2	10.	Essex	1891	Michael Walen & Son
Otis P. Lord	71.85	84.	21.	8.	Gloucester	1876	James S. Ayer
Parthia	105.47	91.	23.8	10.2	Essex	1891	Sylvanus Smith & Co
Pauline	75.34	82.	22.2	8.4	Essex	1895	David B. Smith & Co
Pendragon	68.47	77.	22.2	7.7	Essex	1882	Parmenter & Co
Penobscot	85.48	80.2	22.2	8.5	Essex	1870	Benjamin Low Co
Percy (sch boat)	6.20	31.6	11.	4.6	Sargentville	1884	David I. Robinson
Petrel (sloop boat)	9.98	30.	12.	5.5	Waldoboro	1889	Eben A. Brazier
Phantom	28.55	55.	17.	5.	Salisbury	1875	C. F. Wonson & Co
Pilgrim	69.02	74.2	21.9	7.9	Essex	1884	John Pew & Son
Pinta	94.17	92.6	24.4	9.8	Essex	1893	John Chisholm
Polar Wave	86.38	81.	22.	8.	Essex	1875	Benj. H. Spinney
Priscilla	73.64	80.2	22.2	8.	Gloucester	1891	Parmenter & Co
Procyon	107.86	91.4	23.9	10.	Essex	1889	John F. Wonson & Co
Puritan	84.96	74.4	22.3	9.5	Essex	1887	Cunningham & Thompson
Pythian	66.02	79.4	21.2	8.5	Essex	1894	Loring B. Haskell
Queen of the Sea (sch boat)	11.14	39.4	12.8	4.7	Bath	1871	John Marshall
Quickstep	99.45	91.	24.	10.2	Essex	1889	Cunningham & Thompson
R. F. Jameson (sch boat)	8.18	36.4	11.8	4.4	Camden	1880	Peter F. Walsh
Ralph E. Eaton	65.52	73.	21.	7.	Essex	1887	James G. Tarr & Bro
Ralph F. Hodgdon	85.79	81.5	22.7	8.6	Essex	1884	William H. Greenleaf
Ralph Russell	70.16	83.	22.	8.5	Gloucester	1894	David B. Smith & Co
Ramona	83.82	86.	23.2	9.2	Essex	1892	George Steele
Rebecca Bartlett	63.66	73.9	20.9	7.	Essex	1869	Oakes & Foster
Reporter	79.43	78.	22.3	8.	Essex	1874	John F. Wonson & Co
Reub. L. Richardson	92.19	84.8	23.6	8.8	Essex	1888	Samuel P. Smith
Richard Lester	69.09	75.	22.	7.	Essex	1881	James G. Tarr & Bro
Rienzi	48.58	71.2	20.2	7.6	Essex	1892	William H. Jordan
Rigel	107.16	89.8	23.9	9.7	Essex	1889	John F. Wonson & Co
Robin Hood	88.23	82.2	23.2	8.3	Essex	1884	Gardner & Parsons
S. F. Maker	103.75	90.	24.2	9.8	Essex	1887	Benj. F. Payson
S. P. Willard	121.54	98.6	25.2	10.4	Essex	1892	Oakes & Foster
S. R. Lane	68.40	76.	21.	8.	Essex	1873	Samuel Lane & Bro
Samuel R. Crane	74.38	78.6	22.2	8.	Essex	1882	David B. Smith & Co
Sarah	69.46	77.2	22.2	7.8	Essex	1885	John Pew & Son
Sarah (sloop boat)	13.	35.4	14.5	5.4	Gloucester	1888	Nathaniel Nelson
Sarah C. Wharf	47.86	71.	20.	7.	Essex	1871	John Gleason, Jr
Sarah E. Lee	98.45	83.2	23.	8.6	Essex	1886	Loring B. Haskell
Sarah M. Jacobs	76.04	78.	22.	8.	Bath	1878	Samuel Lane & Bro
Scud (sch boat)	12.50	39.	12.	4.	Bath	1870	Abraham Abrahamson
Scud (sloop boat)	12.32	36.6	14.7	4.6	Bristol	1874	Frank A. Tarr
Senator	104.60	94.8	24.5	10.2	Essex	1893	Jerome McDonald
Senator Frye	85.14	83.	22.7	8.6	Gloucester	1887	David B. Smith & Co
Senator Saulsbury	102.38	86.6	23.3	9.	Essex	1887	Hugh Parkhurst & Co
Sheffeyld	61.	73.8	20.6	8.7	Gloucester	1891	John Pew & Son
Shenandoah	195.09	86.4	24.	9.2	Essex	1890	Pettingell & Cunningham

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Sigfrid	S 72.71	78.	28.	7.	Essex	1882	Cunningham & Thompson
Speculator	104.80	96.2	24.5	9.8	Essex	1895	Hugh Parkhurst & Co
Startle (steam tug)	23.10	59.8	15.	7.	Gloucester	1889	Osborne P. Linnekin
Sterling	60.44	72.	22.	7.	Essex	1868	John Pew & Son
Storm King	34.64	58.	18.	6.	Harpsswell	1856	Wm. Hubbard
St. Patrick (sch boat)	16.90	46.	15.5	5.	East Boston	1859	H. G. Merchant
Stranger	82.49	80.3	22.7	8.2	Essex	1883	David B. Smith & Co
Susie Hooper	73.06	75.	22.	7.	Gloucester	1882	Samuel P. Smith
Talisman	T 118.34	108.4	24.6	10.8	Essex	1890	Cunningham & Thompson
Tartar (sloop boat)	12.22	36.8	13.5	3.9			George A. Watson
Thalia	78.47	81.8	22.	9.	Gloucester	1892	John Pew & Son
Thetis	91.10	83.2	23.2	9.1	Gloucester	1887	Sylvanus Smith & Co
Thistle (sloop boat)	9.69	35.	11.9	3.	Bremen	1888	Isaac E. Stanwood
Tidal Wave	66.77	74.	21.	7.	Essex	1871	John Pew & Son
Tillid (barge)	425.53	134.2	30.6	16.4			Consolidated Refrigerating Co
Tragabigzanda	64.63	70.	21.	7.	Essex	1870	Charles F. Buckhardt
Triton	67.93	74.	22.	7.	Essex	1875	Sayward Bros
Two Forty	39.63	67.8	17.6	6.8	Essex	1891	Jesse Lewis
Valiant (sch boat)	V 14.21	40.3	12.8	5.4			John H. Mailman
Valkyria	132.25	92.6	24.1	10.2	Boothbay	1889	Harry Gardner
Venus (sloop)	20.11	49.	15.8	7.	Gloucester	1889	John T. Dench
Vesta	75.70	79.2	22.1	8.2	Bath	1883	Sylvanus Smith & Co
Vigilant	87.97	84.	22.5	9.8	Gloucester	1893	John Pew & Son
Viking	62.51	76.	20.6	8.6	Gloucester	1892	Parmenter & Co
Volunteer	102.06	89.7	23.5	9.7	Essex	1890	John Chisholm
Virginia	108.23	96.	24.6	9.6	Essex	1893	Hugh Parkhurst & Co
Wanderer (sloop boat)	W 12.98	37.2	13.4	4.5	Gloucester	1881	J. E. Wenneberg
Wenham Lake (sloop)	12.70	37.	13.	4.5	Gloucester	1896	Allen McDonald
William E. McDonald	93.46	82.	23.	8.	Gloucester	1875	James G. Tarr & Bro
W. E. Morrisey	117.50	93.4	23.5	9.	Essex	1890	John F. Wonson & Co
W. H. Clement (sloop boat)	9.	36.8	11.8	5.5	Biddeford	1889	Percy M. Reed
William H. Cross	55.89	78.	21.4	7.2	Bath	1883	Gardner & Parsons
William H. Rider	68.83	80.6	20.6	9.	Essex	1895	Oakes & Foster
Willie M. Stevens	76.48	78.	22.	7.	Bath	1877	William H. Perkins
Winona	103.47	88.4	23.3	9.1	Essex	1889	Cunningham & Thompson
Winona (sloop yacht)	8.40	27.5	10.8	5.4	Gloucester	1889	Herbert D. Ward
Yosemite	Y 115.44	97.8	23.2	11.5	Essex	1891	John W. McFarland
Zenobia	Z 74.80	77.	22.	8.9	Essex	1881	George Steele

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Active (sloop)	69.94	71.3	24.1	6.1	Westbrook	1869	Lanesville Granite Co
Alfred A. (sloop)	72.65	80.	25.3	6.4	Chatham, Conn	1874	Rockport Granite Co
America (sloop)	100.04	84.8	25.1	7.5	Salisbury	1869	Rockport Granite Co
Ann Parker	51.32	60.	20.	6.	Wells	1850	Pigeon Hill Granite Co
Barracouta	65.15	73.	21.	7.	Essex	1870	Albert W. Pierce
Ben Harrison (steam lighter)	74.18	78.6	24.2	6.7	Essex	1889	Rockport Granite Co
C. E. Trumbull (sloop)	94.80	87.	24.	6.	East Boston	1870	Pigeon Hill Granite Co
Charlie Stedman	80.54	82.9	24.4	6.4	Bath	1872	Lanesville Granite Co
Clara R. Harwood	55.95	71.	20.4	8.5	Gloucester	1891	Loring Grimes
Clara H. Littlefield	60.28	71.8	20.5	9.	Gloucester	1891	Loring Grimes
Daniel Webster (sloop)	43.80	61.	21.	5.	Quincy	1853	Pigeon Hill Granite Co
Equal (sch boat)	10.35	38.4	13.	4.	Bath	1865	August Bigalke
Estelle S. Nunan	33.15	58.5	17.5	6.4	Boothbay	1882	Nathaniel Richardson, Jr
Fred. Tudor	9.10	37.	11.7	5.3	Duxbury	1865	Zenas Parsons
George R. Bradford	135.74	96.4	27.4	8.	Essex	1895	Pigeon Hill Granite Co
George A. Chafee (steamer)	78.23	108.	26.3	9.4	Middletown, Ct.	1870	Cape Ann Granite Co
H. S. Nichols (steam tug)	32.51	75.	18.5	8.1	Athens, N. Y.	1888	Rockport Granite Co
H. McDonald (sloop boat)	8.78	34.2	10.4	5.6	Boston	1876	Albert Story
Herbert	108.77	91.6	26.1	6.5	East Boston	1883	Rockport Granite Co
Ida May (sloop)	59.90	71.	23.	6.	Gloucester	1855	Rockport Granite Co
J. M. Eaton	64.72	70.6	22.8	5.7	Wells, Me	1871	Rockport Granite Co
Jumbo (sloop)	36.02	55.2	19.1	3.7	Bath	1882	Rockport Granite Co
Lady of the Lake (sch. boat)	10.79	36.	12.	5.	East Boston	1871	Charles A. Chisholm
Lena May (sch. boat)	8.74	31.1	12.2	5.4	Waldoboro	1890	George H. Tarr
Livonia	27.09	57.2	17.2	6.1	Salem	1884	Loring Grimes
Lucy E.	25.38	54.3	16.1	5.7	Essex	1876	Loring Grimes
Mary A. White (sloop)	70.44	74.	24.	5.	Boston	1883	Rockport Granite Co
Margery (barge)	145.27	93.4	24.8	9.4	Essex	1893	Arthur D. Story
Nellie (sch. boat)	11.90	35.6	13.6	4.4	Tiverton, R. I.	1878	James White
Quickstep	27.63	59.	17.3	6.2	Gloucester	1856	Loring Grimes
Sardine (sloop)	8.65	24.2	11.2	4.9	Kennebunk	1857	Carl O. Roos
Screamer (sloop)	60.73	68.	26.	5.	Boston	1873	Pigeon Hill Granite Co
Ymer (barge)	152.52	85.6	23.	8.8	Essex	1895	Cape Ann Granite Co

ANNISQUAM.

Names.	Tonnage.	Length.	Breadth.	Depth.	Where Built.	When Built.	Owners' or Fitters' Names.
Eastern Queen	57.11	70.	20.	7.	Essex	1860	Robert E. Ricker
R. F. Jameson (sch. boat)	8.18	36.4	11.8	4.4	Camden	1880	Sylvanus F. Allen

LANESVILLE.

Charles A. Dyer	20.54	48.2	15.6	5.5	Bristol	1872	Elbridge Woodbury
I Am Here (sch. boat)	10.51	36.3	13.3	5.			Horace M. Marchant
Shawmut (sloop)	71.25	63.4	22.5	4.6	Boston	1870	Rockport Granite Co
Venus (sch. boat)	11.82	39.6	13.6	4.7	Kennebunk	1870	Benjamin T. Bowden

BAY VIEW.

Albert Baldwin (sloop)	117.48	86.	27.2	7.3	Essex	1890	Rockport Granite Co
Sachem (sloop boat)	7.09	28.5	11.1	5.	Gloucester	1888	Chester W. Gott
West End (barge)	121.64	94.8	26.2	6.5	Milbridge	1887	Rockport Granite Co

MANCHESTER.

E. A. Hooper (sloop boat)	9.41	36.2	11.6	4.8	Manchester	1896	George Jones
Gardner Heath (sch. boat)	12.58	38.6	14.6	5.4	Essex	1892	Edward W. Heath
Micco (sch. boat)	13.30	41.2	12.8	4.7	New York	1891	Albert M. Merriam
Myra (sch yacht)	8.27	34.9	12.1	5.3	Gloucester	1890	Seth L. Burnett

The total number of vessels and boats of every description above 20 tons burthen owned and registered in the District of Gloucester, November 1, 1896, which includes Gloucester Harbor, Rockport, Annisquam, Bay View, Lanesville, Manchester and Essex (no crafts hailing from the latter port, however), is 435, with a total measurement of 30,767.20 tons, a decrease of 10 vessels and 1243.13 tons from last year, when the number was 445 vessels, aggregating 32,010.37 tons.

The vessels are divided into schooners, schooner and sloop boats (under 20 tons burthen), sloops, yachts, steamers, including ferry boats, tugs and lighters, and barges.

As has been the case for several years, the number of vessels and total tonnage is decreased, although less the past year than for the year preceding, when 18 vessels measuring 617.72 tons were stricken from the lists by reason of losses at sea and sales to other ports. The loss of one three-masted schooner of 290.80 tons has slightly reduced the average tonnage, but the vessels added to the fleet are as a rule larger than those lost or sold.

The total number of vessels in the list for 1894 was 463, of a total tonnage of 32,628.09 tons; in 1895 the number was 483, with an aggregate tonnage of 32,765.20 tons, and an average of 69.92 tons; in 1892 the number was 474, aggregating 32,794.70 tons, and averaging 69.19 tons; and the number in 1891 was 481 vessels, aggregating 32,242.35 tons, and averaging 67.03 tons.

Of the vessels owned in the district 342 are schooners against 348 last year, with a total tonnage of 27,407.30 tons, a loss of 6 vessels and 1425.58 tons; 1 three-masted schooner, 447.10 tons, a loss of 1 vessel, 290.80 tons; 12 sloops, 817.16 tons, a loss of 1 sloop, 61.39 tons; 27 schooner boats, 426.34 tons, a loss of 1 boat, but gain of 1.10 tons; 23 sloop boats, 190.79 tons, a loss of 2 boats and 66.74 tons; 11 steamers, 523.39 tons, a gain of 37.34 tons; 5 yachts, 118.20 tons, 1 yacht and 11.10 tons less than last year; and 4 barges, 523.39 tons, an increase of 2 barges and 256.48 tons.

Gloucester Harbor has 380 vessels and boats, aggregating 28,411 tons, a decrease of 20 vessels and 1333.49 tons; Rockport has 33 vessels, 1798.20 tons, a decrease of 6 vessels and 10 tons; Annisquam has 2 vessels, 65.29 tons; Bay View has 3 vessels, 246.21 tons; Lanesville has 4 vessels, 114.12 tons; and Manchester has 4 vessels, 43.56 tons, an increase of 1 vessel and 11.40 tons.

The following table shows the tonnage of the entire district, to which are added last year's figures for the purpose of comparison:—

	1895.			1896.		
	No.	Tons.	Average.	No.	Tons.	Average.
Schooners,	348	28,832.88	82.85	342	27,407.30	80.14
Schs., 3-mast,	2	737.90	368.95	1	447.10	447.10
Sloops,	13	878.53	67.58	12	817.16	68.09
Sch. boats,	38	421.24	11.09	37	426.34	11.52
Sloop boats,	25	257.53	10.30	23	190.79	8.29
Steamers,	11	486.05	44.19	11	523.39	47.58
Yachts,	6	129.33	21.55	5	118.20	23.64
Barges,	2	266.91	133.45	4	836.96	209.24
	445	32,010.37	71.95	435	30,767.24	70.73

The tonnage of the several harbors in the district is as follows:

GLOUCESTER HARBOR.

	1895.			1896.		
	No.	Tons.	Average.	No.	Tons.	Average.
Schooners,	333	27,978.47	84.02	318	26,593.93	36.38
Schs., 3-mast,	2	737.90	368.95	1	447.10	447.10
Sloops,	1	20.11	20.11	1	20.11	20.11
Sch. boats,	27	308.14	11.41	26	310.42	11.95
Sloop boats,	22	232.07	10.55	20	165.51	8.27
Steamers,	9	338.47	37.57	9	338.47	37.61
Yachts,	6	129.33	21.55	4	109.93	27.44
Barge,				1	425.53	425.53
	400	29,744.49	74.34	380	28,411.00	74.76

ROCKPORT.

	1895.			1896.		
	No.	Tons.	Average.	No.	Tons.	Average.
Schooners,	12	767.66	63.97	12	735.72	61.31
Sloops,	10	669.69	66.96	9	608.32	67.57
Sch. boats,	6	59.53	9.92	6	59.53	9.92
Sloop boats,	2	18.47	9.23	1	8.78	8.78
Barge,	1	145.27	145.27	2	279.79	146.69
Steamer,	2	147.58	73.79	2	184.92	72.46
	—	—	—	—	—	—
	33	1,798.20	54.50	32	1,877.06	58.31

ANNISQUAM.

Schooners,	1	57.11	57.11	1	57.11	57.11
Sch. boats,	1	8.18	8.18	1	8.18	8.18
	—	—	—	—	—	—
	2	65.29	32.64	2	65.29	32.64

BAY VIEW.

Sloops,	1	117.48	117.48	1	117.48	117.48
Sloop boats,	1	7.09	7.09	1	7.09	7.09
Barges,	1	121.64	121.64	1	121.64	121.64
	—	—	—	—	—	—
	3	246.21	82.07	3	246.21	82.07

LANESVILLE.

Schooners,	1	20.54	20.54	1	20.54	20.54
Sch. boats,	2	22.33	11.15	2	22.33	11.15
Sloops,	1	71.25	71.25	1	71.25	71.25
	—	—	—	—	—	—
	4	114.12	28.53	4	114.12	28.53

MANCHESTER.

Sch. boats,	3	32.16	10.72	2	25.88	12.64
Sloop boats,				1	9.41	9.41
Sch. yachts,				1	8.27	8.27
	—	—	—	—	—	—
	3	32.16	10.72	4	43.56	10.89

The total loss of life in the Gloucester fisheries for the year ending November 1st, shows a slight decrease over the figures of the year preceding, and is considerably below the average for the past 25 years. The gales of December and January were however extremely disastrous to the fleet, both in loss of lives and vessels.

The number of Gloucester fishing vessels lost during the year ending November 1st, 1896, was 14, of an aggregate tonnage of 1081.43 tons, representing a value of \$71,500 and an insurance of \$58,486.

The number of lives lost during the year, including deaths at sea, drowning in the harbor, etc., was 86, against 94 the previous year, when eleven vessels were lost, valued at \$70,000 and insured for \$53,072, and 137 in 1894, when 30 vessels, valued at \$175,000 and insured for \$157,625, left port to return no more.

The average losses during the past 25 years have been 16 vessels and 131 men.

The losses the past year have been as follows :

Sch. J. H. CAREY, 95.28 tons, built in Essex in 1888, owned by Oakes & Foster, sailed for Grand Banks, August 20, 1895, and never heard from, probably lost in the gales of the following month or run down by a steamer. Valued at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$4925 on the vessel and \$2000 on outfits. She had a crew of eleven men, as follows: Harry Christianson, alias Wilson, master, native of Denmark; Louis Nelson, steward, native of Denmark; Charles Lind, William Lawson, Olof Christianson, Nicholas Strandberg, natives of Sweden; Harry Salberg, Oscar Olsen, Emil Johnson, natives of Norway; Joseph McKay, native of Nova Scotia; Andrew Christianson, native of Sweden, leaves widow.

Sch. HATTIE D. LINNELL, 89.66 tons, built in Boothbay, Me., in 1882, and owned by Capt. Frank H. Hall and wrecked at St. Pierre, Miquelon, December 12, while on a frozen herring voyage to Newfoundland. Valued at \$7000 and insured by the

China Mutual Insurance Company for \$5000 on the vessel and \$1000 on the outfits.

Sch. JENNIE SEAVERNS, 106.98 tons, built in this city in 1892, and owned by Messrs. James G. Tarr & Bro., wrecked at St. Pierre, Miquelon, December 12th, while on a frozen herring voyage. Valued at \$6000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3552 on the vessel and \$1500 on the outfits. Wreck afterwards floated and sold for \$800.

Sch. MABEL R. BENNETT, 115 tons, built in Gloucester in 1892, and owned by Capt. Joseph Smith, wrecked at St. Pierre, Miquelon, December 12, while on a frozen herring voyage to Newfoundland. Valued at \$8000 and insured by the Gloucester Mutual Fishing Insurance Company for \$6075 on the vessel and \$1500 on the outfits. The wreck was sold for \$900 for the benefit of the underwriters and afterwards floated.

Sch. SMUGGLER, 64.52 tons, built in Gloucester in 1877, owned by David B. Smith & Co., and Capt. Antone Courant, wrecked at Cahoon's Hollow, Cape Cod, December 30, employed in the shore fishery. Valued at \$4000 and insured by the Gloucester Mutual Fishing Insurance Company for \$2200 on the vessel and \$1200 on the outfits.

Sch. FALCON, 68.09 tons, built at Essex in 1873, and owned by Wm. C. Wonson & Co., and Capt. Andrew Nelson, sailed for Georges November 23, and probably lost in the gale of December 12. Valued at \$2800 and insured by the China Mutual Insurance Company for \$2000 on vessel and outfits. Her crew list of eleven men were as follows: Andrew Nelson, master, left widow and four children; Frank P. Redmund, steward, left widow and five children; Jabez Smith, of Port Medway, N. S., left widow and two children; Thomas Murphy, left widow and three children; William Brown, Nelson Jacobson, Cornelius Hatt, Patrick Ryan, Henry Thomas, Martin Mattison, and John M. Hanson.

Sch. JOHN W. BRAY, 79.24 tons, built in Essex in 1875, and owned by John F. Wonson & Co., sailed on a Georges trip November 19 and probably lost in the gale of December 12, nothing having been heard from her after leaving port. Valued at \$5000 and insured by the China Mutual Insurance Company

for \$3600 on the vessel and \$800 on the outfits. She carried a crew of fourteen men, as follows: Alexander McLoud, master, native of River Denis, C. B., widower, left three children; James McLoud, brother of the master, native of River Denis, C. B.; John Hines, steward, native of Back Bay, N. B.; Alexander McDonald, native of Port Hood, C. B.; Michael Ryan, native of Newfoundland; Neil Nicholson, native of Scotland; Belineau Arseno, native of Margaree, C. B.; William Morrison, Norman McLeod and Christopher McRae, natives of Cape Breton; John Olsen, native of Sweden; Albert Monroe, native of White Haven, N. S.; John Carrigan, native of Nova Scotia; William Dunn, native of New London, P. E. I.

Sch. RESOLUTE, 90.52 tons, built in Essex in 1891, and owned by the Benj. Low Company, wrecked at Little Lorraine island, Louisburg, C. B., while on a Bank halibuting trip, February 9. Valued at \$7200 and insured by the Gloucester Mutual Fishing Insurance Company for \$5341 on the vessel and \$1500 on the outfits. One of the crew, Isaac Rogers, was drowned.

Sch. FORTUNA, 118.48 tons, built in Gloucester in 1894, and owned by Davis Brothers, Capt. Augustus G. Hall and Capt. John Greenlaw, engaged in the shore fishery, run down and sunk off Cape Cod by steamer Barnstable, January 13, the vessel sinking in four minutes. Valued at \$11,000, and insured by the Boston Marine Insurance Company for \$8500 on the vessel and \$1000 on the outfits, with \$500 on outfits in the China Mutual Insurance Company. Nine of her crew were drowned, as follows: William Akerman, married, leaves widow and one child; Robert Childs, William Tobin and John Plark, natives of Newfoundland; Crawford Minick, native of Port Medway, N. S.; Harry Memo, native of Lunenburg county, N. S.; Simon Deveau, native of Cheticamp, P. E. I.; Harry McPhee and Thomas Stewart.

Sch. THOMAS F. BAYARD, 95.98 tons, built in Essex in 1885, and owned by Adolph Voss, wrecked at Brier Island, N. S., January 13, while engaged in the haddock fishery. Valued at \$5000 and insured by the Gloucester Mutual Fishing Insurance Company for \$3893 on the vessel and \$600 on the outfits.

Sch. J. W. CAMPBELL, 79.65 tons, built at Boothbay, Me., in 1881, and owned by the Benj. Low Co., knocked down by a squall off Long Island, N. Y., June 19, while on a mackerel-trip, and the captain and eight men drowned, the vessel sinking in two minutes. Valued at \$3000 and uninsured. The lost men were Robert Smith, master, left widow and six children; Frank Silva, left widow; Dennis J. Maguire, a native of Campobello, N. B., left widow; Abraham McCormey, left widow and two children; George Ehler, a native of Cove Harbor, N. S.; William McAllester, a native of Cape Breton; Fred Crane, native of the Isle of Man; Charles Doherty, native of Nova Scotia; Thomas Rogers.

Sch. BLUE JAY, 27.65 tons, built at Chelsea in 1865, and owned by John F. Wonson & Co., lost near Point Judith, R. I., while on a southern mackerel trip July 29. Valued at \$1500 and insured by the China Mutual Insurance Company for \$800 on the vessel and \$200 on the outfits. Crew saved.

Sch. SILVER DART, 41.95 tons, built at Essex in 1852, owned by Capt. Alfred Spurr, wrecked near Highland Light, Cape Cod, September 14, while engaged in the shore fishery. Valued at \$1200 and insured by the Boston Marine Insurance Company for \$1000 on the vessel and \$200 on the outfits.

Sch. boat ELFIN, 9.03 tons, built at College Point, N. J., in 1887, and owned by John Anderson, wrecked near Manchester, September 9. Crew saved. Valued at \$500; no insurance.

OTHER LOSSES OF LIFE.

JOHN LE BLANC, one of the crew of sch. Eleazer Boynton, washed overboard on Georges, October 28, 1895, native of Pubnico, N. S.

JOHN BOWMAN, native of Nova Scotia, 27 years of age, one of the crew of sch. Lizzie B. Adams, crushed between that schooner and sch. Volunteer on the Banks in October, left widow and two children.

PETER GILLIS, of sch. Nelson Y. McFarland, drowned in Samuel Lane & Bro.'s dock, November 14, native of St. Peters, P. E. I.

ANDREW NICKERSON, washed overboard from sch. Boyd & Leeds on Georges December 11, native of Woods Harbor, N. S., 30 years old, left widow and two children.

WILLIAM LEHAY, 27 years old, one of the crew of sch. Mariner, drowned on Georges, February 25, by the capsizing of his dory. Isaac Feener, his companion, pulled him back on the bottom of the dory twice by swimming after him at the risk of his own life, but he was finally swept away by the tide.

MARTIN NELSON, native of Norway, washed from the bowsprit of sch. Lizzie Griffin, February 13, on the Banks, and died from exhaustion after being picked up and taken on board the vessel.

WILLIAM BUDROT, 23 years old, native of Arichat, C. B., washed from the mainboom of sch. Atlanta, February 15, on the Banks.

DANIEL GILLIS, one of the crew of sch. Henry W. Longfellow, 60 years old, washed overboard on the Banks, February 17, native of Prince Edward Island.

SIMON LANDRY, washed overboard from sch. Horace B. Parker on Georges March 7, 32 years of age, left widow and three children.

JAMES TALBOT, one of the crew of sch. Triton, died on Georges from injuries received by a sea March 9, left widow and son.

ALBERT BABIN, capsized in a dory from sch. Agnes E. Downes on Georges March 16, native of Arichat, C. B.

HENRY GILLEN, one of the crew of sch. Lottie Gardner, died at the Boston City Hospital, April 2, of pneumonia contracted on Georges, native of Digby, N. S., and 42 years of age.

JOSEPH LANDRY, one of the crew of sch. Vigilant, a native of Canso, 36 years of age, was drowned in Pew's dock, April 4, having fallen overboard while boarding the vessel.

THOMAS FRASER and WILLIAM CAREY, capsized on Bacalieu Bank April 23, from sch. John E. McKenzie. Fraser was 28 years old, and left widow and three children, and Carey was 25 years and belonged at Witless Bay, N. F.

REINALD STEVENSON, 28 years of age, and RASMUS PETERSON, 30 years, natives of Norway, two of the crew of sch. Eleanora, capsized in their dory on Georges May 6.

HENRY HOWLETT, one of the crew of sch. F. R. Walker, died from overdose of laudanum May 11, 58 years of age, leaves two children.

STEPHEN HANLON and KEMPTON LARKIN, lost on the Banks from sch. Edward S. Eveleth, May 16, by the capsizing of their dory. Larkin was 31 years old and belonged in East Pubnico, N. S., and Hanlon was 30.

GERRING ROBERTS, belonging in Argyle, N. S., and JOHN HARNISH, belonging in Liverpool, N. S., two of the crew of sch. Louise J. Kenney, capsized in their dory and were drowned on the Banks May 27.

ALBERT DAY, 28 years old, and JAMES MAY, 29 years old, natives of Newfoundland, belonging to sch. Edith M. Prior, capsized in their dory while visiting their trawls on Grand Banks, May 22.

JOHN LARKIN, died at sea on board sch. Bertha M. Miller, June 2, of heart disease; 61 years old, left widow and children in East Pubnico, N. S.

CHARLES BETZANSON, 22 years old, native of Chester, N. S., lost from sch. James A. Garfield, by being caught in the bight of the main sheet June 7, off the Cape Shore.

ANDREW ANDERSON, a native of Sweden, one of the crew of sch. Henry M. Stanley, was drowned on Bacalieu Bank, June 16, by the capsizing of his dory. His dorymate clung to a keg and was rescued.

THOMAS McRAE, one of the crew of sch. Essex, drowned on the Banks in June, native of Salmonier, N. F.

PHILIP MARCHANT, native of Arichat, C. B., and JOHN H. THOMAS of Halifax, N. S., strayed from sch. Helen G. Wells in a fog on Grand Banks June 29, and never heard from.

JACOB JACOBSON, 60 years of age, a Russian Fin, died on board sch. William H. Rider, off Nova Scotia of heart disease, August 26.

ANTONE ANDERSON was washed overboard from sch. Florence E. Stream on Middle Bank, October 12. He was 27 years old and left widow and one child. Augustus Beaurimont was washed overboard by the same sea, but grasped the main sheet and hauled himself aboard.

RECAPITULATION.

<i>Vessels.</i>	<i>Tons.</i>	<i>Valuation.</i>	<i>Ins.</i>	<i>Lives.</i>
John H. Carey,	95.28	\$8,000	\$6,925	11
Jennie Seaverns,	106.98	6,000	5,052	
Hattie D. Linnell,	89.66	7,000	6,000	
Mabel R. Bennett,	115.00	8,000	7,575	
Smuggler,	64.52	4,000	3,400	
Fortuna,	118.48	11,000	10,000	9
Thomas F. Bayard,	95.98	5,500	4,493	
Falcon,	68.09	2,800	2,000	11
John W. Bray,	79.24	5,000	4,200	14
Resolute,	90.52	7,200	6,841	1
J. W. Campbell,	79.05	3,000		8
Blue Jay,	27.65	1,500	1,000	
Silver Dart,	41.95	1,200	1,000	
Elfin,	9.03	500		
Washed overboard,				8
Capsized and drowned,				13
Went astray in dories,				2
Drowned in the harbor,				2
Died at sea or in other ports,				7
Fourteen vessels,	1081.43	\$70,700	\$58,486	86.

TWENTY-FIVE YEARS' RECORD.

The record of losses in the fisheries for the past twenty-five years is as follows:

<i>Year.</i>	<i>Vessels.</i>	<i>Tons.</i>	<i>Value.</i>	<i>Insurance.</i>	<i>Lives.</i>
1872	12	576.68	\$55,400	\$49,121	63
1873	31	1,609.32	52,100	45,026	174
1874	10	1,050.91	88,500	81,726	681
1875	16	1,050.91	96,000	81,326	123
1876	27	1,075.46	150,000	116,322	212
1877	8	722.33	45,000	22,000	38
1878	13	907.57	64,794	49,067	56
1879	29	1,893.36	111,056	90,582	249
1880	7	360.44	21,000	15,972	52
1881	8	511.51	31,000	20,493	56
1882	12	976.74	79,700	54,460	115
1883	17	1,119.27	94,400	76,972	209
1884	16	1,104.46	87,100	63,100	131
1885	12	6,349.55	67,700	53,040	34
1886	26	1,751.26	152,300	119,231	136
1887	13	843.33	62,900	51,455	85
1888	14	910.67	63,000	54,127	63
1889	14	853.25	57,200	50,054	70
1890	18	1,388.87	111,455	97,523	86
1891	17	1,492.75	91,600	78,900	78
1892	12	745.73	46,000	40,238	46
1893	12	826.42	54,700	47,877	72
1894	30	2,423.42	175,000	157,626	137
1895	11	912.02	70,000	53,072	94
1896	14	1,081.43	71,500	58,486	88
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25 years, 339		36,537.66	\$1,019,405	\$696,706	3159
Average, 15		1461.50	40,776	2,784	126

The number of outfitters, including firms and individual owners, at Gloucester Harbor, November 1, 1896, was 38, fitting out 286 vessels. This list does not, however, include a large number of owners who sail their own vessels, and have no permanent place of fitting, while several vessels are included which are owned by their masters, but fit regularly at the places under which they are given.

The list is as follows :

Daniel Allen & Son,	6	Nathaniel Greenleaf,	2
James S. Ayer,	6	Joseph Smith,	1
Albert P. Babson,	2	Edward Morris,	4
John Chisholm,	11	Oakes & Foster,	6
Cunningham & Thompson,	16	Hugh Parkhurst & Co.,	4
Davis Bros.,	9	Parmenter & Co.,	7
Gardner & Parsons,	12	Wm. Parsons, 2d & Co.,	5
Augustus G. Hall,	2	W. A. King & Co.,	6
Loring B. Haskell,	12	John Pew & Son,	16
Hodge & Pool,	18	Sayward Bros.,	5
Eli Jackman & Co.,	3	Shute & Merchant,	1
William H. Jordan,	14	David B. Smith & Co.,	18
Samuel Lane & Bro.,	11	Sylvanus Smith & Co.,	13
T. A. Langsford & Son,	5	George Steele,	15
Andrew Leighton,	2	James G. Tarr & Bro.,	11
Benjamin Low,	7	Michael Walen & Son,	9
Jerome McDonald,	4	Charles F. Wonson & Co.,	4
Wm. McKenzie & Co.,	1	John F. Wonson & Co.,	15
B. Montgomery & Son,	2	Wonson Bros.,	1

As will be seen by the above, Hodge & Pool and David B. Smith fit the largest number of vessels, 18 each; John Pew & Son and Cunningham & Thompson, 16 each; George Steele & Co. and John F. Wonson & Co., 15 each; Wm. H. Jordan, 14; Sylvanus Smith & Co., 13; Gardner & Parsons and Loring B. Haskell, 12 each; John Chisholm, Samuel Lane & Bro. and James G. Tarr & Bro., 11 each; two firms fit 9 vessels each, two 7 each, four 6 each, three 5 each, four 4 each, one 3, five 2 each, four 1 each.

DANIEL ALLEN & SON, 6, Frank A. Rackliffe, J. W. Collins, Lizzie, Mabel Kenniston, Reub. L. Richardson, Susie Hooper.

JAMES S. AYER, 6, Blue Jacket, Carrie C., Edw. Grover, Josie M. Calderwood, Mattie Winship, Otis P. Lord.

ALBERT P. BABSON, 2, Abbie M. Deering, Elsie M. Smith.

JOHN CHISHOLM, 11, Albert Geiger, Harry G. French, Horace B. Parker, Judique, Madonna, Pinta, Volunteer, Welcome, Gen. Cogswell, Conductor, Hiram Lowell, A. T. Gifford.

CUNNINGHAM & THOMPSON, 16, Annie Wesley, Arbutus, J. E. Garland, Jennie B. Hodgdon, Lorna Doone, Masconomo, Mayflower, Noonday, Norma, Norumbega, Nourmahal, Puritan, Quickstep, Sigfrid, Talisman, Winona.

DAVIS BROS., 9, Chas. H. Taylor, Fannie W. Freeman, Gertie Evelyn, Georgie Campbell, Kearsarge, L. M. Stanwood, Maggie & May, Minerva, Yosemite.

GARDNER & PARSONS, 12, Alice M. Parsons, Agnes E. Downes, Alice S. Hawkes, Argo, Bessie M. Wells, Geo. A. Upton, Helen Story, Helen G. Wells, Lottie Gardner, Lucy Devlin, Robin Hood, William H. Cross.

NATHANIEL GREENLEAF, 2, Lizzie J. Greenleaf, Oresa.

AUGUSTUS G. HALL, 2, Edward A. Perkins, Annie Greenlaw.

LORING B. HASKELL, 12, Grace Otis, Hattie Evelyn, Helen F. Whitten, Iolanthe, John L. Nicholson, John S. Presson, Loring B. Haskell, Oliver Eldredge, Pythian, Sarah E. Lee, Orient, Centennial.

HODGE & POOL, 18, Alva, Atlanta, Gov. Butler, Caroline Vought, Charles W. Parker, Edith M. McInnis, Elenora, Eliza B. Campbell, Emma & Helen, F. W. Homans, Hattie M. Graham, Hereward, James G. Blaine, J. K. Manning, Lizzie B. Adams, Matthew Keaney, Notice, Bonita.

ELI JACKMAN & Co., 3, Carrier Dove, Landseer, Polar Wave.

WM. H. JORDAN & Co., 14, Alice C. Jordan, Fredonia, Gatherer, Grayling, Harvard, Hattie E. Worcester, Henry M. Stanley, James A. Garfield, Joseph Rowe, Lewis H. Giles, Nannie C. Bohlin, Oliver Wendell Holmes, Rienzi, Marguerite Haskins.

SAMUEL LANE & BRO., 11, Carrie E. Lane, Emma M. Dyer, Fannie S. Orne, Little Fannie, N. Y. Farland, New England, Quickstep, S. F. Maker, S. R. Lane, Sarah M. Jacobs, George E. Lane, Jr.

T. A. LANGSFORD & SON, 5, Eddie Davidson, F. R. Walker, James & Ella, Laurel, Lawrence A. Munroe.

ANDREW LEIGHTON, 2, Gloriana, Indiana.

BENJAMIN LOW, 7, Cecil H. Low, David A. Story, Edwin B. Holmes, Eliza H. Parkhurst, Penobscot, Virginia, Julia E. Walen.

JEROME McDONALD, 4, Elector, Gladiator, Monitor, Senator.
WM. N. MCKENZIE & Co., 1, Carrie E. Parsons.

EDWARD MORRIS, 4, Abbie F. Morris, Edward Trevooy, Frederick Gerring, Jr., Miranda.

B. MONTGOMERY & SON, 2, Florence E. Streams, M. H. Perkins.

OAKES & FOSTER, 6, Addie M. Story, Howard Holbrook, John Smith, Rebecca Bartlett, S. P. Willard, Wm. H. Rider.

HUGH PARKHURST & Co., 4, Arthur D. Story, John E. McKenzie, Speculator, Senator Saulsbury.

PARMENTER & Co., 7, Carrie & Annie, Columbia, Margaret Mather, Pendragon, Priscilla, Viking, George S. Boutwell.

WM. PARSONS, 2D & Co., 5, Eben Parsons, Edward A. Rich, Edward S. Eveleth, Eleazer Boynton, Martha Jane.

WM. A. KING & Co., 6, Carl W. Baxter, Ella G. King, Grace C. Hadley, Henry Wilson, Lawrence Murdock, Shenandoah.

JOHN PEW & SON, 16, A. E. Whyland, Concord, Essex, Fernwood, Florence, Herald of the Morning, Jubilee, Maggie & Lilly, Marsala, Pilgrim, Sarah, Sheffeyld, Sterling, Thalia, Tidal Wave, Vigilant.

SAYWARD BROS., 5, Carrie E. Sayward, Henry Ellsworth, Louisa Polleys, Mary Story, Triton.

SHUTE & MERCHANT, 1, Mary E.

DAVID B. SMITH & Co., 18, Alice R. Lawson, A. M. Burnham, Carrie W. Babson, Dora A. Lawson, Florence Nightingale, Golden Hope, Hattie L. Trask, Mabel Leighton, Maud M. Story, Nellie G. Thurston, Pauline, Ralph Russell, Samuel R. Crane, Stranger, Senator Frye, J. B. Maguire, Emma E. Withereil, Valkyrie.

SYLVANUS SMITH & Co., 13, Canopus, Electa A. Eaton, Ethel, Hazel Oneita, Horace Albert, Lucille, Margie Smith, Martha A. Bradley, Nereid, Norman Fisher, Parthia, Thetis, Vesta.

JOSEPH SMITH, 1, Lizzie M. Center.

GEORGE STEELE, 15, A. R. Crittenden, Almeida, Bertha M. Bailey, Braganza, Cordova, Defiance (boat), Dido, James S. Steele, Latona, Lottie S. Haskins, Marathon, Mondego, Nellie M. Davis, Ramona, Zenobia.

JAMES G. TARR & BRO., 11, Bertha M. Miller, Commonwealth, David Sherman, Davy Crockett, Epes Tarr, Gardner W. Tarr, Hustler, Mist, Ralph E. Eaton, Richard Lester, Wm. E. McDonald.

JOHN F. WONSON & Co., 15, American, Belle Franklin, Effie M. Morrissey, Everett Pierce, H. W. Longfellow, Lottie S. Morton, M. S. Ayer, Marguerite, Mariner, Meteor, Mystery, Procyon, Reporter, Rigel, Wm. E. Morrissey.

WONSON BROS., 1, Tragabizanda.

CHARLES F. WONSON & Co., 4, Amos Cutter, Anna H. Mason, Emerald, M. Madeline.

M. WALEN & SON, 9, Bessie M. Devine, Bertha May, Edith M. Prior, Edith S. Walen, Harvester, Hattie A. Heckman, Mizpah, Oceanus, Orpheus.

NEW VESSELS AND ADDITIONS.

Not for many years has there been so few additions to the Gloucester fishing fleet as during the past year, only 6 new vessels having been built during the year, and 11 being added by purchase, making a total of only 17 vessels added to the fleet.

The number of vessels added to the fleet the previous year was 22, aggregating 1644.20 tons, of which 9 vessels, 853.29 tons, were built during the year. The additions in 1894 were 29 vessels, 2167.89 tons, and in 1893, 44 vessels, 2913.03 tons.

Eleven vessels and boats, aggregating 857.36 tons, were added by purchase the past year from other ports, viz.: 4 schooners, 351.18 tons; 5 boats, 48.14 tons; 1 steamer, 32.58 tons; 1 barge, 452.53 tons.

The new vessels added this year have an aggregate tonnage of 294.73 tons, and 2 were built in this city and 2 in Essex.

The new vessels, tonnage and where built, are as follows:

<i>Name.</i>	<i>Tonnage.</i>	<i>Where Built.</i>
Annie Greenlaw	102.70	Essex
E. A. Hooper (sloop boat)	9.31	Manchester
George E. Lane, Jr.	73.96	Gloucester
Hattie A. Heckman	105.37	Essex
Wenham Lake (sch boat)	12.70	Gloucester
Ymer (barge)	152.52	Essex

The vessels added by purchase are as follows:

<i>Name.</i>	<i>Tonnage.</i>	<i>Where and When Built.</i>
Beulah Maid (sloop boat)	12.28	Shoreham, R. I. 1892
Carrie and Annie	90.66	Essex 1885
Edith L. (sloop boat)	7.06	Gloucester 1889
Four Brothers (sch boat)	6.55	Shoreham, R. I. 1878
Frances M. Parker (sloop boat)	12.89	Swan's Island 1891
H. S. Nichols (steam tug)	32.51	Athens, N. Y. 1888
Helen E. Russell	157.86	Hartford 1867
J. M. Eaton	64.72	Wells 1871
Mogul (sloop boat)	9.36	Bremen, Me. 1893
Nickerson	37.94	Essex 1889
Tillid (barge)	425.53	